THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION

FOR

YEAR ENDING DECEMBER 31, 1971

MASSACHUSETTS AERONAUTICS COMMISSION

ANNUAL REPORT - 1971

In our last report, we predicted a joint MAC/DPW Statewide Airport System Study, financed in part with a 2/3rds federal grant, and a number of similarly financed individual airport master planning studies.

The Statewide Study is under way, the first one approved under the 1970 Airport and Airway Development Act, as are individual studies at Beverly, Chatham, Norwood, Plymouth, Provincetown, Southbridge, Taunton, Westboro, Westfield and Worcester.

In addition, we expect to add Ayer [Fort Devens], Great Barrington, Hampshire County, Hyannis and Lawrence during 1972.

We spoke of the new departmental reorganization statute, the elements of which are not yet complete. However, as a part of the new Department of Transportation and Construction, we have been working closely with its Secretary and staff.

We anticipated working out new joint activities with the FAA, which has happened. The FAA now turns on and off our state owned and operated approach light systems via leased telephone lines to the nearest approach control facility. This has turned out to be more satisfactory than the earlier radio switch method, and is quite logical, since all instrument approaches to the airports in question are controlled by FAA.

We also forecast possible difficulties in airport development in view of the new emphasis on the environment. If anything, we underestimated the difficulties, which started out as a justifiable objection to jet noise, but have been expanded by some in attempts to hamstring any airport or air transportation development at all.

We started and ended 1971 with 10 employees and five Commissioners.

AIRPORTS AND NAVAIDS

We issued certification of approval for commercial operations of 60 landing areas; 23 municipal airports; 30 privately owned airports; 5 privately owned seaplane bases; 1 privately owned heliport, and 1 privately owned balloonport.

In addition, we registered 72 private use landing fields; 24 private use heliports, and 14 private use seaplane bases.

Airports and Navaids [continued]

Airport improvement projects have been completed at --

Beverly:	Taxiway reconstructed	$ 10,000
Norwood:	Plane parking apron	23,000
Plymouth:	Access road	19,000
Provincetown:	Runway resurfaced	120,000
Westfield:	Taxiway for runway 33	256,000
Hyannis:	Taxiway for runway 33 and access road to hangar area	130,000
Lawrence:	Taxiway to runway 14; resurfaced section of runway 13/26 for taxiway and safety fencing	132,000
New Bedford:	Resurfaced taxiways to runway 32	67,000

Projects expected to be completed or under way in 1972 --

Orange:	Rehabilitate runway 14/32	$ 181,000
Pittsfield:	Approach lights for runway 26. Runway lights for 8/26	96,000
Fitchburg:	Taxiway for runway 14 and REILS for runway 32	124,000
North Adams:	Extend taxiway to runway 11	65,000
Hyannis:	Enlarge terminal apron	130,000
Marshfield:	Construct parallel taxiway	75,000
Provincetown:	Construct plane parking apron	84,000
Westfield:	Land, clear zone for runway 15; construct additional plane parking apron	123,000

We have also submitted to the FAA a project request for the sealcoating of taxiways at the Fitchburg Airport. This, which involves a change in FAA policy, is in Washington being reviewed by FAA headquarters.

Under our navaid program, we installed a VORLOC II [localizer] at the Pittsfield Airport and it should be commissioned by August 1st.

We installed a middle marker at the Norwood Airport.

We also have pending VORLOC II installations for the Beverly and Provincetown Airports.

We instigated and pushed through the strobe lighting of a new 500 ft. stack at the New England Power Station in Salem, and the 2049 ft. high WSMW-TV tower in Boylston.

OPERATIONS

Registrations: According to statistics developed by our statewide systems planning consultants, there are more pilots and aircraft owners at the half-way point of our current registration period than at the last corresponding one. However, we have registered 4,113 pilots and 1,694 aircraft, which is a decrease of 230 pilots and 24 aircraft. It appears that some of our other activities may have to be curtailed in order to increase registration violation disciplinary action.

Inspections: 355 inspections of various types were made at airports, heliports, and seaplane bases. This compares with 353 for 1970. Something new was added by the certification of a balloonport for instruction of hot air balloonists.

Gliders: Glider activity has increased considerably during 1971. New operations started at North Adams, Hatfield and Norfolk. The numbers of gliders and flights have tripled at Barre.

Through the efforts and cooperation of the Director of the Soaring Society of America for New England [who happens to be a resident of Massachusetts] and his right-hand men, one of whom is the liaison between the Massachusetts glider operators and us and the Director of Operations of the MIT Soaring Association, Inc., we will determine the number of active glider pilots.

Managers: 61 airport managers were licensed in 1971. This equals the 1970 figure.

Accidents: The number of fatal aircraft accidents totaled 3, with 6 fatalities. In 1970 we recorded a record high of 104 reported accidents in Massachusetts, of which 9 were fatal, involving 13 fatalities. All other aircraft accidents in 1971 involving personal injury included 8, with 14 injuries. The percentages show that 60% of the accidents occurred during landing or takeoff and 65% involved pilot error.

Financial Responsibility: In the 16th year since the enactment of the Aircraft Financial Responsibility Act, 4 cases required action, although no suspensions were necessary.

Disciplinary Action: 2,168 complaints were received and investigated, resulting in disciplinary action in 352 cases. 8 persons were taken

Operations [continued]

to court; 340 received warning letters; 4 were referred to the Federal Aviation Administration, and 9 were not substantiated. It is interesting to note that 1,307 of these complaints were due to noise involving airline operation at Boston-Logan. Last year 2,519 complaints were received, of which 2,370 involved noise on or about the same airport. We believe the reduction is a direct result of the efforts of the Logan Airport Noise Abatement Committee, of which the Aeronautics Commission is a contributing member.

It is also interesting to note that the courts are taking a harder look at aeronautical law violations by applying much higher fines.

Lectures: Operations personnel continued to give lectures on aeronautical laws and regulations, accident and violation investigation and courtroom procedure to law enforcement trainees. Safety lectures were given to various pilot groups and attendance at many aeronautical associations for guidance and assistance purposes were made.

Instructor Seminars: We conducted two more Flight Instructor Seminars, an Instrument Flight Instructor Refresher Course in June at the Bryant & Stratton Junior College in Boston, attended by 80 instructors, and an Airplane Flight Instructor Refresher Course in September, at the University of Massachusetts in Amherst, with 25 instructors attending. Lectures were given by specialists from the FAA Academy in Oklahoma City, FAA Inspectors from the Norwood and Westfield GADO Offices, and personnel from the Boston and Westfield Control Towers. Bill Raub, Staff Meteorologist from a Cape Cod radio station, presented lectures on severe weather. Since 1966, we have sponsored 10 flight instructor refresher courses. Plans are under way for courses in May and September in 1972; May and September in 1973, and two are on request for 1974.

Waivers: Several aerial activities providing public service required waivers and permits. The year's total issue was 115. 28 of these were for sport parachute jumping made at places other than certificated parachute jump centers. 55 were permits for supervisory jumper approvals. The others were for agricultural aerial spraying and dusting pipe line patrol, air meets, wildlife and forest fire patrols, temporary commercial landing areas and scientific research.

PROMOTION

State Airplane and Helicopter: Pilots of the Commission flew the Piper Aztec a total of 186 hours on inspections, investigations, flight checking of MAC owned and/or operated navigational aids, engineering surveys, and photo and administrative flights. 81 of these were for other state departments. The helicopter was flown 131 hours, of which all but 6 hours were for other state departments.

Aviation Education: We published an aviation newsletter for distribution to over 1,000 organizations and individuals concerned with the aviation industry. Various civil, college and aviation groups viewed our aviation films, and we continued giving lectures on aviation safety and the activities of the Commission.

Sport Parachute Jumping: In 1971 a total of 17,146 parachute jumps were made into 4 parachute jump centers licensed by us, at Orange, Pepperell, Taunton and Turners Falls. We approved 28 exhibition jumps into non-licensed areas. A total of 36 injuries were reported under the compulsory monthly reporting system. There were 2 fatalities--one a mid-air collision between two experienced jumpers in free fall, the other a first jump student who experienced a main chute static line malfunction, then failed to deploy the reserve. New automatic reserve chute openers are now being tested for future use during all student jumps at Pepperell.

Airport Directory: In July of 1971 we started distribution of our entirely new pocket size airport locator chart entitled "Massachusetts Airports" to those interested in airport and fixed base operator listing, recreational activities and service offered near airports.

New England States Engineers/Inspectors Meetings: Two meetings were held by the engineers and inspectors of the New England states. In April we sponsored one in Boston, and the second was sponsored by the Connecticut Bureau of Aeronautics in Connecticut. A useful exchange of information concerning law enforcement, navaids, and airport development occurred at each meeting. Meetings are planned for 1972.

LOCAL SERVICE AIRLINE PASSENGERS

	1971	1970
Boston-Mohawk	239,167 /1	275,221 /1
Allegheny	831,621	878,954
Provincetown	17,394	19,338
Executive	175,775	222,206
Air New England	35,481	1,335 /2
Downeast	11,613	10,187
Command	1,087 /3	-0-
Bar Harbor	9,771	3,189 /4
Winnipesaukee	6,160	575 /5
Aroostook	3,817	3,137
Hyannis-Northeast	14,117	14,087
Air New England	38,021	3,394 /2
Executive	17,336	22,091
Martha's Vineyard-Northeast	7,818	8,887
Air New England	13,869	-0-
Executive	17,613	19,958
Nantucket-Northeast	13,778	13,728
Air New England	36,405	3,248 /2
Executive	26,833	31,672
New Bedford-Northeast	4,139	17,129
Air New England	11,733	382 /2
Executive	4,139 /7	-0-
Pittsfield-Executive	14,839 /8	16,059
Command	262 /8	-0-
Provincetown-Boston	17,394	19,338
Worcester-Mohawk	10,692 /10	4,304 /9
Northeast	6,648 /10	3,350 /9

/1 On strike November 1970-April 1971
/2 Start of service - November
/3 Start of service - September
/4 Start of service - June
/5 Start of service - October
/6 Start of service - April
/7 Start of service - May
/8 Executive discontinued service November 1971 - Command started service December 1971
/9 On strike November 1970-April 1971 - Discontinued service September '71
/10 Discontinued service December 1970 - Resumed October 1971

CONTROL TOWER AIR TRAFFIC COUNT

	1971	1970
Boston-Logan	316,744	323,425
Boston-Bedford	286,930	291,379
Hyannis	165,380	106,503
Nantucket	55,282	39,642
New Bedford	85,075	66,811
Norwood	222,264	171,503
Westfield	124,605	125,407
Worcester	86,102	91,643

OUR PLANS FOR 1972

Besides completing the many projects under way in 1972, we expect to take an active part in CAB's New England Service Investigation which will be very much involved with the role of commuter airlines. Our position will be affected by the expected merger of Allegheny and Mohawk and Delta and Northeast.

The initial results of our Statewide Systems Study have tended to reinforce our opinion that very few new publicly owned airports will be necessary if we can make the most effective use of what we have now, which includes presently under-utilized military airports. This will involve substantial improvement of many of our existing airports, especially those in the critical Boston metropolitan area. At the moment, many important improvements for which the necessary money is available are held up by local objections, generally attributed to expected environmental problems. We hope that in the coming year the pendulum will swing from its present extreme position, because the people of the Commonwealth are faced, with respect to air transportation, with only three alternatives --

1. Doing nothing and thus following the unfortunate historical trend of the seaport of Boston.

2. Building a second major jetport in the Boston area, costing close to a billion dollars and using up to 15,000 acres of land, or

3. Improving, and making the maximum use of our existing facilities.

Respectfully submitted,

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